

To-day's Advertisements.

HONGKONG FOOTBALL CLUB.

In Aid of
SOUTH AFRICAN FUND.
RUGBY FOOTBALL MATCH.
England against the World,
will be played on
SATURDAY, the 6th January, 1900,
at 4 o'clock.

ADMISSION.
For each person of either sex.
To Ground 10 cents.
To Grand Stand 50 cents.
Members' Ordinary Tickets of Admission to
the Club Stand are suspended for
the 6th January.
F. BROWNE,
Hon. Sec.
Hongkong, 3rd January, 1900. [18b]

THE WEST POINT BUILDING CO., LIMITED.

NOTICE is hereby given that the ELEVENTH ORDINARY MEETING of SHAREHOLDERS in this Company will be held at the COMPANY'S OFFICES, Victoria Buildings, on WEDNESDAY, the 24th January, 1900, at 11.30 o'clock A.M. for the purpose of receiving the Report of the Directors together with Statement of Accounts for the year ending 31st December, 1899.

The Register of Shares of the Company will be CLOSED from MONDAY, the 16th January to WEDNESDAY, the 24th January, (both days inclusive), during which period NO Transfer of Shares can be registered.

By order of the Board of Directors,
A. SHELTON HOOPER,
Secretary to
The Hongkong Land Investment
and Agency Co., Limited,
General Agent for
The West Point Building Co.,
Limited.
Hongkong, 3rd January, 1900. [15b]

THE HONGKONG LAND INVESTMENT AND AGENCY COMPANY, LIMITED.

NOTICE is hereby given that the TWELTH ORDINARY MEETING of SHAREHOLDERS in this Company will be held at the COMPANY'S OFFICES, Victoria Buildings, on WEDNESDAY, the 24th January, 1900, at 12 o'clock NOON, for the purpose of receiving the Report of the Directors together with Statement of Accounts for the year ending 31st December, 1899.

The Register of Shares of the Company will be CLOSED from MONDAY, the 15th January to WEDNESDAY, the 24th January, (both days inclusive), during which period NO Transfer of Shares can be registered.

By order of the Board of Directors,
A. SHELTON HOOPER,
Secretary.
Hongkong, 3rd January, 1900. [14b]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW.
THE Company's Steamship
"THALES,"
Captain Passmore, will be despatched for the
above Port, on FRIDAY, the 5th instant,
at Daylight.

For Freight or Passage, apply to
DOUGLAS LAFFRAK & Co.,
General Managers.
Hongkong, 3rd January, 1900. [13b]

CHINA NAVIGATION COMPANY, LIMITED.

FOR SHANGHAI.
THE Company's Steamship
"HANGCHOW,"
Captain Pearce, will be despatched as above
on FRIDAY, the 5th instant.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 3rd January, 1900. [12b]

SHEWAN TOMES & CO.'S "NEW YORK" LINE.

FOR NEW YORK, VIA SUEZ CANAL.
THE Steamship
"QUEEN ELEANOR,"
will be despatched for the above Port, on or
about the 1st February.

To be followed by
The Steamship
"MORVEN,"
about the 25th February, 1900.

For Freight, apply to
SHEWAN, TOMES & Co.,
Agents.
Hongkong, 3rd January, 1900. [19b]

NOTICE TO CONSIGNEES.

"TIENTSIN,"
FROM BOMBAY AND STRAITS.
Consignees of Cargo by the above-named
vessel are hereby informed that their Goods are
being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where each
consignment will be sorted out Mark by Mark
and delivery can be obtained as soon as the
Goods are landed.

Goods not cleared by the 10th instant, at 4
P.M. will be subject to rent.
No Fire Insurance will be effected by me in
any case whatever.

All damaged Packages must be left in the
Godowns and a certificate of the damage obtained
from the Godown Company within ten
days after the Vessel's arrival here, after which
no Claims will be recognised.

H. A. RITCHIE,
Superintendent.
Hongkong, 3rd January, 1900. [5]

NORTHERN PACIFIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.
STEAMSHIP "ST. IRENE,"
FROM TACOMA, VICTORIA, YOKO-
HAMA, KOBE AND MOJI.

The above Steamer having arrived, Consignees
of Cargo are hereby requested to send
in their Bills of Lading for countersignature
and to take immediate delivery of their Goods
from alongside.

Cargo impeding the discharge of the Vessel
will be landed and stored at Consignees' risk
and expense.

DODWELL & Co., LIMITED,
Agents.
Hongkong, 3rd January, 1900. [4]

To-day's Advertisements.

NOTICE.

I HAVE This Day established myself in
Hongkong as a MERCHANT and COM-
MISSION AGENT, under the STYLE and
FIRM of F. W. HALL & Co.
F. W. HALL.
No. 1, Duddell Street.
Hongkong, 1st January, 1900. [16b]

TO LET.

FROM now till 31st January, 1901, "WEST-
WARD 110," DONHAM ROAD.
For Particulars, apply to the
DIRECTOR OF PUBLIC WORKS.
Hongkong, 3rd January, 1900. [17b]

Intimation.

A. S. WATSON & Co.,
LIMITED.

GOODS

FOR THE
NEW YEAR SEASON.

A VARIED COLLECTION OF

ARTICLES SUITABLE
FOR PRESENTS.

CUT GLASS BOTTLES.

MEERSCHAUM PIPES, CIGAR AND
CIGARETTE HOLDERS,
POUCHES, &c.
SMOKERS' SUNDRIES OF ALL
KINDS.

PERFUMES IN ELEGANT CASES.

THE PUREST AND BEST
CONFECTIONERY.

WINES AND SPIRITS.
SCOTCH WHISKIES, IRISH WHISKIES,
AMERICAN WHISKIES, BRANDIES,
PORTS, SHERRIES, CLARETS,
LIQUEURS, CHAMPAGNES,
&c., &c.

OF THE FINEST QUALITY.

NEW YEAR CARDS
OF
TASTEFUL & PLEASING DESIGNS.

A. S. WATSON & Co.,
LIMITED,
THE HONGKONG DISPENSARY.

ESTABLISHED 1841.

The Hongkong Telegraph
HONGKONG, WEDNESDAY, JANUARY 3, 1900.

REUTER'S TELEGRAMS.

THE WAR.
Cape Colony.

LONDON, January 1st.
The Evening Papers publish the news
that General French routed the Boers
and occupied Colesburg on the morning of
the 1st instant. After a night march the
Cavalry and Light Artillery outflanked the
enemy while the Infantry and Field Artillery
were making a frontal attack. The
Boers were surprised and fled in disorder.

It is reported that 2,000 Boers attacked
Dordrecht and were repulsed.

Ladysmith.
The following officers were wounded in
the mess room at Ladysmith by a Boer shell.
Lieutenants Dent, Twish, Caffyn, Seaf and
Kane of the Devons, Byrne of the Inniskil-
lings and Tringham of the Queens. The
enemy's Artillery has improved in accuracy
and the garrison, although feeling the pinch
of the siege, is confident.

Natal.
A reconnaissance from Chieveley on the
30th December proved that the enemy still
holds Klangwane Hill in force.

(From the Shanghai Mercury.)

Russian Reinforcements to the
Far East.

LONDON, December 28th.
The Russians still continue to send reinfor-
cements to the Far East.

Russian Duplicity.
The Times Odessa correspondent doubts
very much if the field hospital staff that was
reported as being sent for the purpose of com-
bating the plague in Manchuria is intended for
that purpose at all.

WEATHER REPORT.

The Observatory report says—
On the 3rd at 11.55 a.m. the barometer has
fallen moderately on the E. coast of China and
in Formosa. The anticyclone is still central
over N. China, and pressure seems to be rela-
tively low in the neighbourhood of the Loo-
choos. Gradients continue rather steep, with
very strong monsoon on the coast and in the
N. part of the China Sea. FORECAST:—Strong
to fresh N. winds; dull, rainy.

LOCAL AND GENERAL.

LI HUNG-CHIANG, it is reported, will leave for
the south from Chinwangtao on the 8th inst.

The resignation of Sen Chianai, President of
the Board of Civil Office and Chancellor of the
Peking University, on account of chronic ill-
ness, has been accepted. He is granted a full
pension.

To-morrow afternoon, on the Happy Valley,
in the first round for the Hongkong Football
Challenge Shield, the Hongkong Football Club
will play 25th Company, S. D. R.A. Kick-off
at four o'clock. Referee:—Mr. Drew.

The Hon. Treasurer of the Alice Memorial
and Netherlands Hospitals begs to acknowledge
with thanks the following donation to the
funds of the Hospitals:—
Ho Lee-cho \$15

We see by our Shanghai exchanges that the
children of the Public Schools propose to
give an entertainment at the Lyceum Theatre
early this month, in aid of the Patriotic Fund.
Come on Hongkong, don't be beaten by a
Settlement!

The fire alarm was sounded early last night
and the Fire Brigade turned out; it was found
that a chimney, at No. 6, Ah Cheong Lane,
off Lascar Row, at a roast pork shop, had
caught alight. The fire was extinguished before
any damage was done.

As the train, containing Sir Charles Warren
and his Staff, was leaving Waterloo Station,
some wag displaced the label on the carriage
bearing the legend "Sir Charles Warren,
Waterloo to Southampton," and substituted
"Waterloo to Pretoria."

A FRENCH journal learns from a sure source
that English agents in Tunis and Algiers are
enrolling old French soldiers. These men as
soon as they arrive in England are incorporat-
ed in Highland regiments and dressed in kilts.
We have Dr. Johnson's authority for saying
that much may be done with a Scotchman—but
then he must be caught young. But a French-
man's legs in the kilt! The disguise would
hardly be adequate.

It is reported that the Canton authorities have
received instructions from the Peking Govern-
ment to consider, whether it is advisable to
make coins weighing respectively one tael, five
mae, two mae, and one mae, instead of the
present coins. The Viceroy has accordingly in-
structed the Provincial Treasurer, the Provincial
Judge, the Grain Commissioner and the Salt
Commissioner to make enquiries and to give
reports of their own opinions.

A RUGBY football match, England v. The
World, in aid of the South African Fund, will
be played on Saturday next, Jan. 6th, at four
o'clock, on the ground of the Hongkong Foot-
ball Club. All the available talent of the
Civilian, Military and Naval Rugby Football
Clubs of Hongkong will be employed. A very
fine match is expected. Ten cents will be
charged for admission to the Ground and fifty
cents extra to the Grand Stand. (See advt.)

LAST night at the Theatre Royal Mons. T. G.
Star, assisted by Mons. Lucette, Mdles. Lu-
cette and de Stival, gave a very enjoyable
concert, especially to those who were
conversant enough with the French language to
catch the humour depicted by the "Lucesters."

The programme consisted of an operette in one
act entitled "Un Mariage au Violon," seven
capital variety turns. Eccentricities by the
"Lucesters" and a musical Folie entitled "Les
Amours de Bridoux."

The latest news is that Korea purposes throw-
ing Port Hamilton open to trade. Three little
islands constitute the group known in Japan as
"Kyobuto." The central is the islet occupied
in 1885 by Great Britain, and the eastern served
for exercising troops. It is stated that the
Korean Government will make a harbour at
the central island and appropriate land for a
foreign settlement on the western. We do not
see what opportunities for trade the place offers.
Probably the move is political rather than com-
mercial.—Japan Mail.

ACCORDING to a New York correspondent the
French are showing signs of jealousy at the
growing trade of the United States and Great
Britain with China, and are particularly jealous
of British influence with the Chinese Empire.
French traders who ship their goods to the
Orient across the Atlantic and then over the
Continent to the Pacific are losing commercially,
and are resenting Anglo-Saxon rivalry. The
correspondent hears that they will forward a
petition shortly to their Government asking
them to take steps to increase French influence
with China.

A MEETING of the Sanitary Board will be held
to-morrow, at 4.15 p.m.

ORDER OF THE DAY.
NIL.

AGENDA.
1. Election of Dr. W. Hartigan and Mr. Jas.
McKie to the Sanitary Board.

2. Report by the Medical Officer of Health
on an outbreak of Beri-Beri in the Blind House,
and the Berlin Foundling House.

3. Proposal to alter the law as to procedure
for breaches of Byelaws made under section 13
of Ordinance 24 of 1887.

4. Proof of amended Cockloft Regulations for
further consideration.

5. Report on Cattle and Rinderpest in the
New Territory.

6. Applications for licences to keep Swine.

7. An application for permission to retain a
Cattle-shed within the city limits for three
months.

8. Proposal to extend the Central Market on
the ground to be reclaimed to the North of the
present Market.

9. Report of H.K.M.'s Consul at Nagasaki
of two cases of Plague.

10. Mortality Returns from Macao, for the
week ended the 17th December.

11. Mortality Statistics for this Colony, for
the weeks ended the 16th and 21st December,
1899.

In consequence of the weakness in dealing
with the Kungchowwan affair, General Su
Yuan-chun has been ordered to return to his
post at Kungchow and need not take up the
organization of defence troops at Nanking.

A PRIVATE in the 1st King's Royal Rifles has
written home an excellent account of the fight-
ing at Glencoe. After telling that the colonel,
drawing his sword, shouted "Follow me,
Rifles!" and dashed up the hill, the correspon-
dent says:—"But the brave little fellow did
not get far, for a bullet struck him in the neck,
and just after another hit him right in the
chest, and he fell dead; but our men gave a
howl enough to frighten 15,000 Boers, and
charged like mad for the top."

It was significant that at the recent opening of
the Italian Parliament there was no reference,
whatever, in King Humbert's speech from the
throne to Italy's policy in China. The announce-
ment which is now made on the authority of
the Italia Militaire, to the effect that Italy will
in future be represented in Chinese waters by
one warship only, is perhaps, more significant
still. It would seem to indicate that the
Italian Government is not going for the present,
at any rate, to press its demands on the Tsun-
gli Yamen to the extent of creating an unpleasant
situation.

It may be of interest, perhaps, says the
L. S. C. Express, to point that at the Meeting
of the British and Chinese Corporation Mr. W.
Kewick M.P., who presided, said that the
decline in the market quotation of the North-
ern China Railway Bonds was due to an alto-
gether exaggerated apprehension that the
security had been affected in value by political
questions calculated to interfere with the ulti-
mate expansion of the railway revenue. He
denied, however, that the position of the
security was affected by such questions; for, in
addition to the earnings of the line being suffi-
cient for the service of the loan, there was the
guarantee of the Imperial Chinese Govern-
ment and the recognition by our own Govern-
ment of the special conditions of the loan, and
the Chinese obligations with regard to it.

The following is an extract from a private
letter from Pietermaritzburg:—"Marital law
has been proclaimed. The main object is
simultaneously to deal with a batch of disloyal
subjects in the colony as well as with Transvaal
Secret Service men. One family which resides
in the Ladysmith district has been landed in
jail, including a daughter who was discovered
carrying information to the enemy. One of
the sons joined the Imperial Light Horse. His
comrades caught him in the act of putting
cyanide of potassium in the horses' drinking
trough. He was arrested, court-martialled and
shot. A leading officer who was here this morn-
ing told me that when he was arrested he tore
into small pieces a letter. This was all collected
and pieced together, and found to be a request to poison
all the horses of the Imperial Light Horse. I
hear the old man (? Kruger) owns 100,000 acres
of land, all of which will be confiscated. Yester-
day two men were arrested and brought in.
Their house, about ten miles out, was found
packed to the roof with all kinds of provisions
in readiness for their Boer friends when they
arrived."

TUNG-WA HOSPITAL.

The Directors of the Tung-wa Hospital beg
to acknowledge with thanks the following
Donations to the Fund for the extension of the
Hospital:—

Already subscribed:—\$74,880

On Wo 40
Tung On 30
Kwong Fuk Lung 30
Chi Chung Wo 30
Kwong Yuen 30
Tsun Yuen Tong 30
Kwong On Cheong 30
Man Cheong Tong 30
Wing On Wo 30
Shing Cheong 30
Wing Wo Cheong 30
Chung Wo Tai 30
Wing On Tong 30
Sun Shing Hop 30
Kwong Tung On 30
Kwong Sun Wo 30
Kwong Wing Cheong 30
Po Tai Wo 30
Wing Sang Wo 30
Fuk Wo Cheong 30
Min Fat 30
Kwong Yee Chan 30
Kwong Sun Tai 30
Kam Tung Mi 30
Tai Hung Lung 30
Kwong Bi Cheong 30
Qu Shing Lung 30
Tung Tak Shing 30
Wai Lung Lan 30
Wai Lung Cheong 30
Wing Shun Wo 30
Po Yuen Kung 30
Kwong Tung 30
Chu Hung Lau 30
Tak Wo Cheong 30
Lung Shing 30
Kwong Tak Cheong 30
Sang Tai 30
Wa Shing 30
Sam Kee 30
Hung Seung 30
Shun Shing 30
Kwong Yuen Hing 30

Total \$74,880

CANTON NOTES.

[From the Tsun Wan Yat Po.]

MEASURES FOR THE SUPPRESSION OF PIRACY.

Although, there were quite a number of
police junks and gunboats, in the waters of
Sai Kung, yet the pirates committed their
were just as many, and in fact more. The
police junks that anchored there, were Sui
Tak, Kwong On and others, there were also
five gunboats protecting the Customs House.

The military officer Tsun, a few days ago
went up to Sai Kung himself, and after a care-
ful examination he found that only the Sui Tak
junk No. 22, which was anchored near the Sui
City, and one or two others had seven or eight
men on board, the rest having only about
three or four, some only one or two
on each; the captains, themselves, were
often absent. This being the reason ascribed
for their remaining stationary. The Kwong On
junk had a full crew, but still remained an-
chored.

The five gunboats, belonging to the Customs,
were used for the purpose of conveying man-

darins and protecting the provision junks, not
for the purpose of watching pirates. Besides
the police junks and gunboats there were
many other cargo and passenger junks an-
chored close to each other, yet the pirates offered
to rob them. The pirates must have taken
them for "punches." (Expression of contempt)
The mandarin Tsun, told the junk Sui Tak
to go away altogether and will probably dis-
miss his crew and captain, in order to curtail
expenses.

He put two captains on board the Kwong
On, named Sum Kue Kin and the other
Du King Ming and told them that they must
prepare to weigh anchor at any moment.

As to the gunboats belonging to the Customs,
he ordered the Lee Chat, Kwo Chat, Kan Mo,
and Kwong Kuo to patrol the river and that Ng Ko
Leung must be on board the Kwong On, to see
the other gunboats and junks perform their duties
properly, especially keeping careful guard over
the Imperial coal-junks. The authorities in
Canton have no right, whatever, to use the
gunboats. Tsun has already sent to the Viceroy
to obtain his sanction to the above scheme.

THE PLAGUE.

Cases reported to 31st ultimo 1,486
Do. do. during past 3 days 0
Total 1,486

Deaths reported to 31st ultimo 1,426
Do. do. to end of year 1899 2
Total 1,428

THE SHANGHAI SAILING-SHIP
"VELOCITY" ASHORE.

THE CAPTAIN MISSING.

The rumour that gained currency in Shang-
hai last night (27th ultimo) that the sailing
vessel Velocity was badly ashore near Taiwan-
fu, Formosa, proved on enquiry to-day to be
unfortunately correct, and what is more
discouraging still, the information was vouchsafed
that the skipper was missing. The Velocity,
belonging to Messrs. Nils Moller and Sons, of
Hankow Road, was an old sailing ship of 40
tons burthen and was long known to residents
in Shanghai as a coaster, plying from
Shanghai to both northern and southern
Chinese ports and occasionally to Japan and
Formosa. She was commanded by Captain
Bernstein, who was assisted by foreign
first and second officers with the remain-
der of the crew Chinese. She left Shang-
hai some time ago for Nagasaki where
she loaded bricks for Amoy. From thence she
was intended to proceed to Taiwanfu and after-
wards to Foochow to load poles and then
again to return to Taiwanfu. It was after
leaving Amoy that she encountered terrible
weather and was driven hard and fast against
the Formosan coast, some short distance
from her destination. Absolute particulars of
the disaster are not yet to hand, but telegraphic
advices to Messrs Moller and Sons show that
the crew, with the exception of the Master,
are safe in Taiwanfu. Captain Bernstein, who
was a married man and resided in Bogue Road,
Hongkong, it is feared has lost his life. The
vessel was insured, but Mr. N. E. Moller has
been sent by his father to the scene of the
wreck to superintend the salvage operations.—
China Gazette.

FRENCH MOVEMENTS IN
TONGKING.

We are informed on good authority that the
French are moving their troops quietly up to
Haiphong from Saigon. It is said that they
have already sent six battalions, including one
battalion of the Foreign Legion. They are
also showing symptoms of strengthening their
fleet in this quarter. It is presumed that this
movement is in conjunction with Russia's
movements in Korea.—Mercury.

ENGLISH TRADE IN NORTHERN
SIAM.

The Globe commenting on Consul Black's
Report which appeared in Monday's issue says
that it is quite refreshing to discover one foreign
market where British goods not only hold their
own against all rivals, but enjoy this supremacy
by reason of their superior cheapness, quality
for quality. This gratifying fact is reported by
Mr. J. S. Black, now Acting Consul at Chieng-
mai, a city of growing commercial importance in
Northern Siam. British imports head the list by
a long way, being nearly 34 per cent. of the total,
Switzerland coming next with 22.5 per cent.,
and Germany making a bad third with 17.25 per
cent. The natives, we are told, insist on
cheapness as the governing condition of pur-
chase, and it is wholly because our goods are
dearer than those of other foreign producers that
the Siamese give them the preference. A Swiss
firm long established in Chiengmai, which has
the choice of the whole Continental market for
consignments has been compelled to resort
largely to England, much against its inclina-
tion, by reason of its money going further there
than in any other European country. This
applies to cotton goods, hardware, hosiery,
saddlery, and shoes, but Germany takes
the palm for cheapness in certain awful
concoctions sold as brandy, whiskey, and gin.
These Hamburg brands are actually landed at
Bangkok for 4s. 6d. per dozen bottles, and as
the retail price at Chiengmai is 2s. a bottle,
it is not surprising that Siamese traders naturally
give the preference to spirits "made in Ger-
many." But as the ultimate result must be to
kill off all habitual consumers of these deadly
poisons, it may be anticipated that the surviving
inhabitants of Chiengmai will recognise the
prudence of patronising British stimulants even
if they cost a little more.—Siam Free Press.

JAPAN AND RUSSIA.

"JAPAN'S REVENGE."

Mr. John Dill Ross contributes an article to
the Daily Mail under the somewhat sensa-
tional heading "Japan's Revenge." Mr. Ross is
a firm believer in the possibility of trouble be-
tween Japan and Russia, and he thinks the
former nation will probably designedly seek a
motive for a struggle. His article discusses
amongst other things, the possibility of an in-
vasion of Japanese territory by Russia. This
is what he says:—

It is assumed by many Englishmen who are
friends of Japan that in the event of a war the
Russians are bound to have the worst of it.
They urge that vital points of Japan are so well
protected, the country so difficult to invade,
and the Japanese navy and army so efficient,
that not even Russia, assisted by France, could
successfully attack such a country. Let all this
be granted, and further, that even a very
powerful fleet would find it a hazardous enter-
prise to force its way into the inland sea, for
instance. But suppose it can be shown that
an enemy need not attempt anything of the
kind to strike a paralysing blow at Japan; that
within twenty-four hours of Wladivostok
there is a sort of Ireland—quite undefended,
though provided with coaling stations—that it
is quite possible that the Japanese, instead of

remaining on the defensive behind impenetrable
positions, would have to take the offensive
under the most unfavourable conditions, in
order to recover their own territory—what
then? A glance at the map will show that
this is something like the actual position of
affairs. Hokkaido (the "Yezo" of former days)
looks very close to the Siberian coast. As a
matter of fact, the distance from Wladivostok
to Otaru is some 420 miles. The transports of
the "Volunteer Fleet" could run this in twenty-
four hours, if need were. Both Otaru and
Mororan are quite undefended.

It may be urged that the Japanese navy would
intercept such a fleet of transports. It might
or might not. The Japanese navy would have
its hands pretty full at such a time, and the
enemy would doubtless give it something to do
while the transports were getting across. Be-
sides, there is the climate, with its dense white
fog be taken into calculation. Mr. Henry
Norman in his book, the Far East, tells a story
of how the Russians at Wladivostok, who had
been enveloped in sea fogs, were surprised
when they had cleared away to find a British
squadron anchored with their usual precision
in the middle of the harbour. Our ships
had got in during the thickest of the fogs.
When I despatched the Euxinean from
Mororan, her captain took her out at midnight in
a dense fog. These sea fogs will probably be
a factor in any operations in these waters.

There are no troops at either Otaru or Mor-
oran. Near Sapporo, the capital of the colony,
there is a military colony of soldier farmers—a
sort of Cossack force—which did not strike me
as being very formidable. There is always a
large body of troops at Aomori, opposite Hako-
date, but then they are on the mainland on the
other side of the water. It is said that the
Russians might easily have acquired Yezo

Office of Firms.

CHINA TRADERS' INSURANCE CO., LIMITED.

NOTICE.

FROM This Date Mr. H. P. WADMAN has been appointed ACTING SECRETARY. By order of the Board of Directors, A. S. GARFITT, Acting Secretary.

Hongkong, 1st January, 1900. [13b]

NOTICE.

WE have This Day admitted Partners in our Firm: Mr. MAX NICLASSEN and Mr. RUDOLPH LEMKE, and we have authorized to jointly sign our Firm per Procuration: Mr. FRITZ LIEB and Mr. ERNST DELANCEY. ARNHOLD, KARBURG & CO. Hongkong, 1st January, 1900. [13b]

Insurance.

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above Company are prepared to accept First Class FOREIGN and CHINESE RISKS at CURRENT RATES.

SIEMSEN & Co. Hongkong, 28th May, 1895. [18]

Shipping.

STEAMERS.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Company's Steamship

"KUMSANG."

Captain Payne, will be despatched as above TO-MORROW, the 4th instant, at Noon. For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers.

Hongkong, 3rd January, 1900. [1614a]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at Port Darwin and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, &c.)

THE Steamship

"AIRLIE."

Captain C. Kock, will be despatched as above on SATURDAY, the 6th January, at Noon. This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

A Stewardess and a duly-qualified Surgeon are carried. M.R.—Return Tickets issued by this Company to and from AUSTRALIA, are available for return by the Steamers of the CHINA NAVIGATION COMPANY and vice versa.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents.

Hongkong, 9th December, 1899. [1528a]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship

"DIOMED."

Captain Goodwin, will be despatched on TUESDAY, the 9th January. For Freight, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 11th December, 1899. [1538a]

CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"TAIYUAN."

Captain Nelson, will be despatched as above on MONDAY, the 15th January. The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the Supply of Fresh Provisions during the entire voyage.

A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light. M.R.—Return Tickets issued by this Company to and from AUSTRALIA are available for return by the Steamers of the EASTERN AND AUSTRALIAN S.S. Co. and vice versa.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 23rd December, 1899. [1596a]

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE.

THE Company's Steamship

"TAIYUAN."

Captain Nelson, will be despatched on MONDAY, the 15th January. The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the Supply of Fresh Provisions during the entire voyage.

A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light. M.R.—Return Tickets issued by this Company to and from AUSTRALIA are available for return by the Steamers of the EASTERN AND AUSTRALIAN S.S. Co. and vice versa.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 23rd December, 1899. [1597a]

CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"SUNGKIANG."

Captain Moore, will be despatched as above on MONDAY, the 15th January. The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The Vessel is fitted throughout with Electric Light.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 23rd December, 1899. [1598a]

CHINA NAVIGATION COMPANY, LIMITED.

FOR SAMARANG AND SOERABAYA.

THE Company's Steamship

"KANSHU."

Shipping.

STEAMERS.

SCOTTISH ORIENTAL STEAMSHIP COMPANY, LIMITED.

FOR SINGAPORE.

THE Company's Steamship

"LOOSOK."

Captain Jackson, will be despatched as above on FRIDAY, the 5th instant. For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 2nd January, 1900. [111b]

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR SWATOW, AMOY AND TAMSUI.

THE Company's Steamship

"MAIDZURU MARU."

Captain T. Ogata, will be despatched for the above ports, on SUNDAY, the 7th instant, at Daylight. For Freight or Passage, apply to MITSUI BUSSAN KAISHA, Agents.

Hongkong, 2nd January, 1900. [1213a]

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"CATHERINE APCAR."

Captain J. G. Ollent, will be despatched for the above Ports, on TUESDAY, the 9th instant, at Noon. For Freight or Passage, apply to DAVID SASSOON, SONS & Co., Agents.

Hongkong, 2nd January, 1900. [71b]

OCEAN STEAMSHIP COMPANY.

FOR LIVERPOOL (DIRECT).

TAKING CARGO AT LONDON RATES.

THE Company's Steamship

"DARDANUS."

Captain Steeves, will be despatched as above on FRIDAY, the 12th instant. For Freight, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 2nd January, 1900. [101b]

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"AFRIDI."

will be despatched for the above Port about the middle of January, 1900, and will be followed by S.S. "BIRCHTOR" and "ST. REGULUS." For Freight, apply to DODWELL & CO., LIMITED, Agents.

Hongkong, 20th December, 1899. [1503a]

FOR GENOA AND MARSEILLES.

THE Company's Steamship

"TROCAS."

Captain Moses, will be despatched as above on or about the 17th January, 1900. For Freight, apply to ARNHOLD, KARBURG & Co., Agents.

Hongkong, 27th December, 1899. [1612a]

UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"INDRAVELLI."

Captain Craven, will be despatched as above on or about THURSDAY, the 18th January, 1900. For Freight, apply to JARDINE, MATHESON & Co., Agents.

Hongkong, 20th December, 1899. [1583a]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship

"ANTENOR."

Captain Jackson, will be despatched on TUESDAY, the 23rd January. For Freight, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 11th November, 1899. [1539a]

"SHELL" LINE OF STEAMERS.

FOR LONDON.

THE Company's Steamship

"COWRIE."

Captain Davies, will be despatched as above on or about the 31st January, 1900. For Freight, apply to ARNHOLD, KARBURG & Co., Agents.

Hongkong, 27th December, 1899. [1613a]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship

"MENELAUS."

Captain Towell, will be despatched as above on TUESDAY, the 6th February. For Freight, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 29th December, 1899. [1618a]

Mails.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

HOMEWARD PASSENGER SEASON, 1900.

NOTICE.

THE Undermentioned Vessels will sail from CHINA DIRECT

FOR MARSEILLES, PLYMOUTH

AND LONDON.

WITHOUT TRANSHIPMENT.

STEAMERS.

Tons

S'hai

H'kong

S'pore.

Parramatta 3886 Mar 27 Mar 31 Apr 6

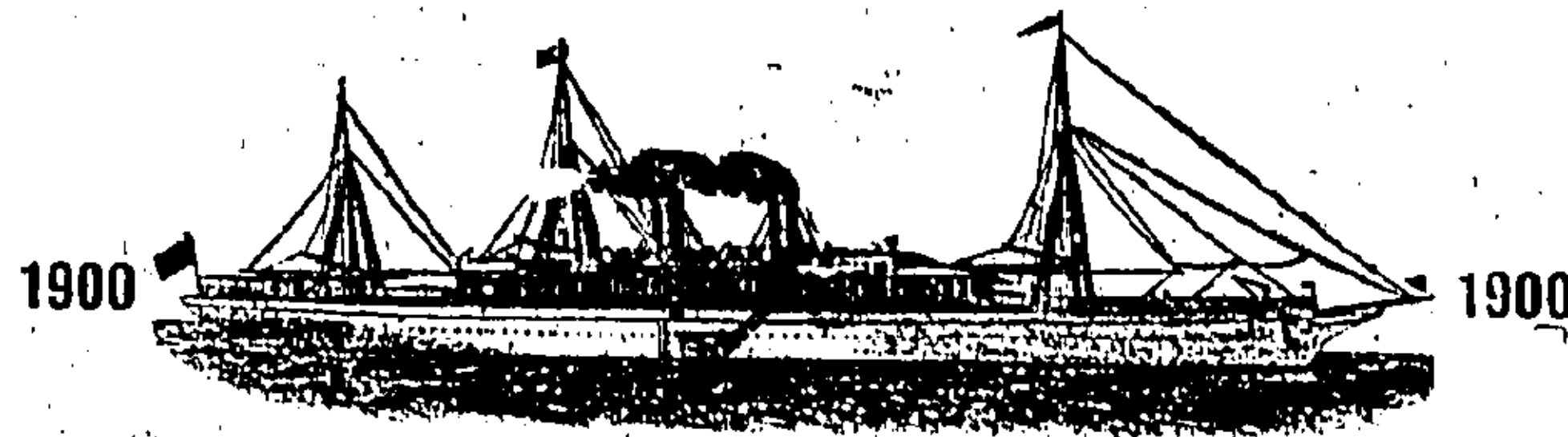
Massilia 5026 April 10 April 14 April 20

For Freight or Passage, apply to H. A. RITCHIE, Superintendent, Hongkong.

4th December, 1899. [1499a]

Mails.

CANADIAN PACIFIC RAILWAY COY'S ROYAL MAIL STEAMSHIP LINE.



SAFETY. SPEED. PUNCTUALITY. THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, YOKOHAMA & VICTORIA, B.C.)

Twin Screw Steamships—6000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R. ...WEDNESDAY, 17th January.

EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R. ...WEDNESDAY, 14th February.

EMPRESS OF JAPAN...Comdr. Geo. A. Lee, R.N.R. ...WEDNESDAY, 14th March.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 9 and 12 months. SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled. For further information, Maps, Guide, Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, P.O. Box 100, Hongkong.

Hongkong, 20th December, 1899. [13]



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL and AMERICAN PORTS.)

THE Steamship

"PARRAMATTA."

Captain A. Symons, R.N.R., carrying Her Majesty's Mails, will be despatched from this for BOMBAY, &c., on SATURDAY, the 6th January, 1900, at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed 2nd Bombay with Transhipment.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required. Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars apply to H. A. RITCHIE, Superintendent. Hongkong, 23rd December, 1899. [15]

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE.

VIA THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG. Coptic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Saturday, 20th Jan., 1900, at Noon.

Gaelic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Tuesday, 13th Feb., 1900, at Noon.

Loric (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Saturday, 10th Mar., 1900, at Noon.

THE Company's Steamship

"COPTIC," will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA & HONOLULU, on SATURDAY, the 20th January, 1900, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates, and particulars of the various Routes may be obtained upon application.

Special rates (First-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, to European Officials in the service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares for China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full; and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to points beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, Queen's Buildings.

J. S. VAN BUREN, Agent. Hongkong, 26th December, 1899. [12]

NORTHERN PACIFIC STEAMSHIP COMPANIES.

VIA SHANGHAI, INLAND SEA, KOBE, AND YOKOHAMA.

PROPOSED SAILINGS FROM HONGKONG.

FOR VICTORIA, B.C., AND TACOMA, IN CONNECTION WITH NORTHERN PACIFIC RAILWAY CO

Saint Irene... [3,377] W. Aitree... Jan. 6. City of Dublin [3,328] J. R. Rae... Jan. 12. Breconshire... [3,567] G. E. Elliott Jan. 20.

ALSO FOR PORTLAND, OREGON, IN CONNECTION WITH OREGON RAILROAD AND NAVIGATION COMPANY.

Aberdeen... [3,777] J. Murray... Jan. 27.

THE attention of Passengers is directed to the very cheap rates offered by the Line, HONGKONG TO LONDON £47.

Excellent accommodation. First-class Tables. DOCTOR AND STEWARDESSE carried. HONGKONG TO NEW YORK £41.

The Railroad travelling is second to none on the American Continent. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route. Passengers to EUROPE may proceed by one of the first-class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA £28. Rates of Passage to other Points on application. Special rates allowed to members of Government Services.

Through Bills of Lading issued to Pacific Coast Points, and to Canadian and United States Ports.

Consular Invoices of Goods for United States Ports should be in quadruplicate; and one copy must be sent forward by the steamer to the Freight Agent, Tacoma, Wash., or Portland, Or. (whichever may be the destination of the Steamer).

Parcels must be sent to our Office (with address marked in full) by 5 P.M. on the day previous to sailing.

For further information apply to DODWELL & CO., LIMITED, General Agents. Hongkong, 23rd December, 1899. [4]

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON TOPEKA & SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO VIA INLAND SEA OF JAPAN AND HONOLULU.

Taking Cargo and Passengers to JAPAN PORTS HONOLULU AND SAN FRANCISCO, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, &c.

Strathgyle... [5,023] about Jan. 9. Carlisle City... [3,002] about Jan. 15. Belgian King... [3,379] about Jan. 20. Carmarthenshire... [2,929] about Jan. 31.

THE Steamship

"STRATHGYLE" will be despatched for SAN DIEGO VIA KOBE, YOKOHAMA AND HONOLULU, on TUESDAY, the 9th instant.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel packages will be received at the OFFICE, until 5 P.M. same day. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany cargo destined to points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents. Hongkong, China and Japan. Hongkong, 3rd January, 1900. [1330]

Mails.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS. DESTINATIONS. SAILING DATES.

HAKUAI MARU... AMOY, SHANGHAI and KOBE... TO-MORROW, 4th Jan., at Daylight.

WAKASA MARU... YOKOHAMA (DIRECT) ... FRIDAY, 5th Jan., at 4 P.M.

INADA MARU... MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, PENANG, COLOMBO and PORT SAID. ... SUNDAY, 14th Jan., at 4 P.M.

*KINSHU MARU... VICTORIA, B.C. and SEATTLE, U.S.A., VIA SHANGHAI (VOOSUNG), KOBE and YOKOHAMA. ... MONDAY, 15th Jan., at 4 P.M.

YAWATA MARU... MANILA, THURSDAY ISLAND, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE. ... FRIDAY, 26th Jan., at 4 P.M.

KAMAKURA MARU... MARSEILLES, LONDON, and ANTWERP, VIA SINGAPORE, PENANG, COLOMBO & PORT SAID. ... FRIDAY, 26th Jan., at Noon.

* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at No. 7, Praya Central.

A. S. MIHARA, Manager. Hongkong, 2nd January, 1900. [6]

NORDDEUTSCHER LLOYD. (Freight Service.) HAMBURG-AMERIKA LINIE. (Freight Service.)

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA,

